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PURCHASING PROBLEMS

A brief, factual roundup of production, supply and price trends.

BY W. G. REAVES
Assistant Purchasing Agent

(Editor's Note—For the reader's convenience this issue, here is a quick roundup glimpse of the situation on the production supply and price front.)

Price Increases—OPA still granting increases on consumer goods.

Iron and Steel—Conditions improving. Supplies are still short and delivery may experience longer delay.

Portland Cement—Still critical. Production and shipments accelerating.

Concrete Pipe—Longer delays in deliveries are anticipated.

Corrugated Pipe—Same status as concrete pipe.

Lumber—Production increasing sharply. Stocks are far below normal. Outlook fairer.

Timber Scarce

Creosoted Timber—Outlook is still very dark, but hopes for some improvement.

Plumbing and Heating Supplies—Steadily improving. Very noticeable.

Construction Equipment—Deliveries are increasing slowly.

Repair Parts—Situation steadily improving.

Electrical Supplies — Outlook brighter, Copper wire in slow delivery, but other supplies on the upward trend.

Fans Hard To Obtain

Electric Fans—Production must be in full swing, but fans are still practically unobtainable.

Office Furniture—Production is better as shipments are improving.

Office Equipment—Deliveries are steadily improving.

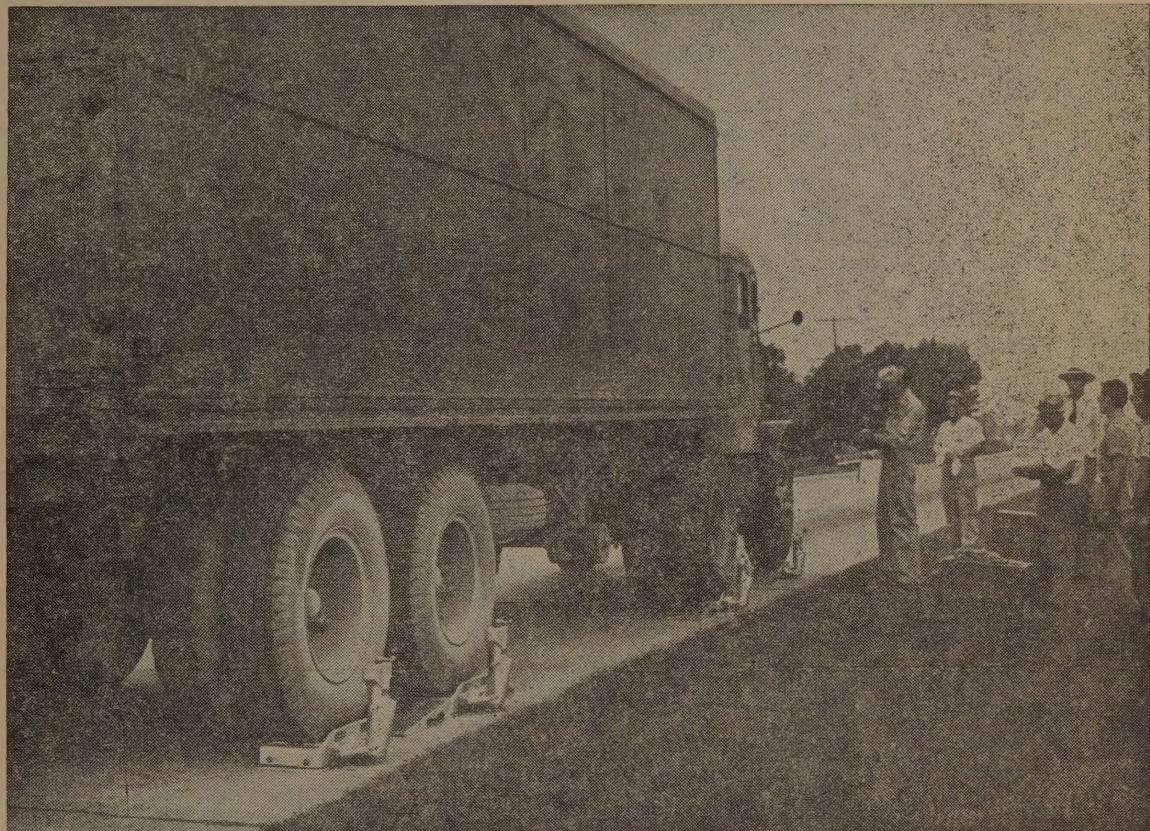
Water Coolers—More plentiful, but demands still heavy.

Printed Supplies—Still to many "rush" orders, however; deliveries are good.

Motor Oils and Lubricants — Scarcity of containers holding up deliveries. Bear this in mind while anticipating your needs.

Highgrade Vehicle Traffic Paint and Other Paints—Continue in very short supply and not much improvement is expected for the spring of 1947.

Annual State Truck Weighing Survey Opened



Members of the annual truck weighing survey check the weight of a huge truck-trailer unit on U. S. 1 near Cary, using new, heavy-duty portable loadometers. The truck's weight is found by placing a loadometer under each right wheel, multiplying the loadometer's reading of wheel weight to get axle weight and then adding the weights of all axles to get the total weight. W. D. White, resident engineer of the statistics and planning division, is in charge of the traveling survey crew. Personnel of the crew consists of R. N. Brincefield, Kenneth L. Perry, Robert H. Pearce, Ernest E. Mitchell, Jr., W. T. Thompson, P. A. Taylor, Jr., and Hugh Wilson, Jr. (Photo by J. W. Bryan, Jr., Prison Identification Bureau.)

Weights Taken At 12 Key Stations On North Carolina Highways To Obtain Data On Trends In Truck Designs

Freeze Order Not To Curtail Roads

Raleigh—The recent freeze order by President Truman curtailing public works activity will not affect North Carolina federal-aid highway projects, Chairman A. H. Graham of the State Highway and Public Works Commission has reported.

The Public Roads Administration notified the commission that the letting of 15 federal-aid projects on August 15 could proceed as scheduled, he said.

"We are pleased to have the order clarified," Graham added, "so the highway department can proceed with its plans for federal-aid pro-

(Continued on page four)

Raleigh—The state highway department's annual limited truck weighing survey, schedule for August 6-28, has completed its work at 10 of 12 key stations on North Carolina highways.

James S. Burch, engineer of statistics and planning for the State Highway and Public Works Commission, said his trained survey crew would weigh approximately 3,200 trucks to obtain data on the current trend of truck designs and loading practices.

The survey opened August 6 on U. S. 1 near Cary with 346 truck units being weighed during the day at a rate of faster than one truck every minute and a half. This compared with 236 trucks checked at

(Continued on page three)

Bids Received On 26 Road Projects

Raleigh—Low bids totalling \$2,333,091.26 were received August 15 on 26 federal-aid and state betterment road projects, State Highway Engineer W. Vance Baise has announced.

The letting included 15 federal-aid and 12 state betterment projects involving construction or retreatment of approximately 200 miles of road.

One project, the resurfacing of 10.3 miles on nine sections of county road in Gaston county, received no bid, Baise said. Most projects received two or more bids and some

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STEELE

The State Highway and Public Works Commission will lose one of its most efficient and best-liked employees August 31 when Frank Steele resigns his position as Superintendent of the Central Prison Print Shop.

A stocky little printer with a ready smile, Steele joined the prison industries staff in May, 1941 and quickly proved his ability by operating the expanding prison print shop—the equal of any commercial job print shop in the state—with an unbeatable combination of cooperation, friendliness and hard work.

He taught untrained prisoners how to be linotype operators, compositors or pressmen and infected them with his enthusiasm for the ancient trade of printing and a job well done. His patience with his prison assistants and personal industry brought direct results reflected in steadily mounting production and increasing net profit of the shop.

Steele leaves the Commission to join his father, Henderson Steele, in publishing the HARNETT COUNTY NEWS at Lillington. His successor is J. B. Hockaday of Lillington, an experienced printer and a 1936 graduate of the University of North Carolina.

The NORTH CAROLINA HIGHWAYS AND PUBLIC WORKS offers its best wishes to both men in their new positions.

EDITORIAL COMMENT

THE OTHER FELLOW

In the course of their traffic accident investigation activities, enforcement officers are often forced to listen to the excuses given by the driver or drivers involved in an accident. Some of the excuses frequently quoted are:

"The fellow in front of me stopped suddenly without signalling."

"The other fellow insisted on taking the right-of-way."

"A building was on the corner and I couldn't see the other car."

"The child darted across the street and a person can't help that."

"I was in a hurry—had an engagement and just had to make it."

"No one could have suspected that he was going to turn off on that side road."

Of course, any such excuses for an accident are open to these obvious comebacks:

A safe driver allows sufficient distance to stop whether the driver ahead signals or not.

A safe driver knows that a right-of-way on this earth is of little value after death.

A safe driver enters blind intersections cautiously so as to be prepared for surprises.

A safe driver realizes that every playing child is a human caution sign to be extra careful.

A safe driver does not risk his life and the lives of others for the sake of meeting an engagement: he takes time to be safe.

A safe driver considers every side road as a possible source of danger.

—From *Ohio Safety News*.

NEEDIEST FIRST

From Raleigh comes news that the bulk of the work planned as a consequence of a special ten million dollar appropriation promised the State Highway Commission by Governor Cherry, will be on rural

roads "in the area West of the Coastal fringe, and East of Hickory."

It is explained that roads in the counties West of Catawba have been more generally graded and gravelled with crushed rock and stone which is easily available there; and for that reason will not need retreatment on a large scale. To try to stabilize the roads in some sandy sections of the coastal regions would, it is pointed out, be a waste of gravel and materials."

The Record is convinced that policy by which efforts will be made to pave only the neediest sections of rural roads this Summer and Fall, is wise. In that way, as has been emphasized, some essential improvements can be made in almost every county of the region specified.

Unlike the ten million dollar appropriation which is already in use, the special and additional ten million dollar fund, can be spent only for rural road stabilization by waterproofing and will not be available for new road construction.

The sole aim of the program is to give rural residents a road surface which will stand up under Winter rains and thaws until the commission is able to begin more permanent hardsurfacing projects.

In practically every case, the work will be done by the regular highway work crews, using their own equipment. The work will be conducted under the supervision of the various division highway commissioners.

Hundreds of remote communities should be benefited.

—*The Hickory Record*

Today's Chuckles

Mark Twain, as Samuel Langhorne Clemens (1835-1910) chose to call himself, was known to be eccentric—Mrs Clemens called him "careless"—in his dress.

Mark went calling one day without his necktie. He had been visiting Harriet Beecher Stowe, of

"Uncle Tom" fame, and he was not aware of his lack of haberdashery until Mrs. Clemens called attention to it on his return.

A little later Mrs. Stowe answered her door to find a messenger, who gave her a small package. Opening it, she found a black silk necktie inside, and a brief note:

"Here is a necktie. Take it out and look at it. I think I stayed half an hour this morning without this necktie. At the end of that time, will you kindly return it, as it is the only one I have. Mark Twain."

* * *

During the war there were many soldiers who were placed in jobs for which, to put it charitably, they were not exactly fitted. There was, for instance, the company of Cockneys who were put to work cutting down some trees. They had never cut a tree in England.

They were chipping away, gnawing into a tree with their inexpert axes, when the officer in command inquired, "Corporal, in which direction are you going to fell that tree."

The little Cockney paused, wiped the sweat from his brow, and growled, "Ow the 'ell do I know? Do I look like a bloody prophet?"

DR. BLALOCK DIES

Raleigh—Funeral services for Dr. Nathan Mack Blalock, 79, a practicing physician in Wake county for 54 years, were held August 10 at Plymouth Christian church. He died August 9 at Rex Hospital.

Eugene M. Blalock, senior general clerk in the mail room here, is one of four surviving sons of Dr. Blalock.

Do You Know?

1. What significant events having to do with highways occurred in the following years: 312 B. B.; 1663; 1895; 1916; 1919?

2. Two types of accidents are responsible for more than one-half of all accidental deaths. What are they?

3. Who in the New World built roads comparable to those of the Romans?

4. The following are some English highway terms: roundabout; flyover; verge; platooning; splaying. What are their American equivalents?

5. The term "rule of the road" refers to the custom prevailing in a country of driving to the left or to the right. What of the two customs is followed by the greatest number of countries?

For the answers, see page four.

Hyde Plans Park As War Memorial

Swan Quarter—A roadside park is under construction beside the Mattamuskeet causeway near U.S. 264 in memory of Hyde county men and women who served in World War II.

The project, sponsored by the Hyde County Federation of Home Demonstration Clubs, is being assisted by the highway department representatives who made the original survey of the county to select a proper site for the memorial.

Plans call for a neatly-landscaped tract of land with benches and tables for picnickers. A pump will be installed to provide water.

Mrs. Iberia R. Tunnell has been a leader in the planning and beginning of the project.

TRUCK SURVEY

(Continued from page one)

the same point on the same day in 1945.

Volume Greater

Burch said there was a 67 percent greater volume of all vehicles passing the Cary station this year than last year.

He emphasized that the survey, held on the same day at the same station as the 1945 schedule for statistical purposes, was being conducted for road and bridge information and not for enforcement purposes.

The soil laboratory, Burch added, was obtaining data on tire sizes and air pressures at the same time the crews recorded the weights and dimensions of the vehicles. This information will be used to aid in the study of design of secondary hard surface roads.

12 Key Stations

Stations were to be established during the 23-day survey near Everett, Chocowinity, Cary, Jameston, Wade, Winston-Salem, Lexington, Charlotte, Valdese, Hendersonville and two near Asheville.

The highway patrol assists in the survey by controlling the flow of traffic at each station.

"Truck designs change from year to year," the planning engineer pointed out, "and it is necessary for the highway commission to keep current data on these changes because the commission has to design and construct roads, pavements and bridges which will withstand heavy truck loads."

The 1945 survey, which weighed 2,740 trucks, found that the constant trend in truck design was toward more tractor-trailer units and heavier trucks and loads, he said.

Promoted



Miss Majorie Webb, former secretary of Prison Inspector Klye Matthews, has been promoted recently to secretary of Director of State Prisons Clyde O. Robinson. Miss Webb is a native of Macclesfield. (Photo by J. W. Bryan, Jr., Prison Identification Bureau.)

BIDS RECEIVED

(Continued from page one)

federal-aid projects received as high as 10 bids from contractors attending the letting here.

The projects and low bidders were:

Federal Aid Projects

Currituck—Grading and surfacing of 5.95 miles from U.S. 158 in Grandy via Poplar Branch to Aydlett. Atlantic-Bitulithic Co., Washington, D. C., \$108,829.90.

Edgecombe—Grading and surfacing of 6.33 miles from a point on N.C. 44 5 miles east of Tarboro through Mayo's Cross Roads to N.C. 11. F. D. Cline Construction Co., Raleigh, \$83,200.00.

Craven—Grading and structures of 8.99 miles on N.C. 101 from a point near entrance to Cherry Point Marine Base to the Carteret county line. Grading, Barrus Const. Co., Kinston, \$86,362.00; Structures, Wannamaker-Wells, Inc., Orangeburg, S. C., \$29,018.10.

Davidson—Grading, surfacing and structures of 7.27 miles on N.C. 8 from a point 2.6 miles north of junction with N.C. 49 to Flat Swamp Creek bridge, grading, J. E. Dooley, Statesville, \$192,535.00; structures, Rowan Construction Co., Salisbury, \$37,493.20.

Rockingham—Grading, roadway overhaul and structures of 6.76 miles on N.C. 770 from U.S. 220 to Stokes county line, roadway, Nello L. Teer Co., Durham, \$120,558.50; structures, D. W. Winkelman Company, Inc., Greensboro, \$11,286.70.

Chatham—Grading and bituminous surface treatment of 6.96 miles from a point approximately two miles northeast of Siler City north to the Alamance county line. E. W. Grannis Company, Fayetteville, \$190,126.00.

Lee—Grading, bituminous surface treatment and structures of 4.84 miles from a point on N.C. 78 near Jonesboro to Lemon Springs. F. D. Cline Construction Co., surface treatment, \$60,324.50; structures, \$11,139.00.

Anson—Grading, bituminous surface treat-

Traffic In July Sets New Record

Raleigh—A new all-time traffic volume record for July was set last month in North Carolina, topping even the pre-war July peak of 1941.

James S. Burch, engineer of statistics and planning for the State Highway and Public Works Commission, said that on an average day last month approximately 54,600 vehicles passed 20 counting stations located over the state where full-time electric eye recording machines keep a constant count of motor vehicle travel.

This total compared with 52,434 vehicles for the former July record month in 1941 when tires and gasoline were plentiful, he reported. There were 32,258 vehicles counted on an average day in July 1945 when the war with Japan was still in progress and gas rationing curtailed travel.

Predicts August Record

Burch pointed out that last month's high daily average was a definite increase over the 51,514 count of June, and predicted that "August volumes will break all previous records for any month."

He said the traffic count figures "reflect not only the heavy vacation movement, but the intense activity in commerce, industry and agriculture being carried by the highway system."

ment and structures of 3.69 miles from a point two miles west of Wadesboro on White's Store Road west to intersection with Allen's School road, Barringer Bros., Richfield, \$46,378.50.

Montgomery—Grading and bituminous surface treatment of 3.24 miles from a point 0.7 miles south of court house in Troy to Little River, F. D. Cline Construction Co., \$48,905.70.

Rowan—Grading and structures of 3.7 miles from a point five miles north of Cleveland to a point 1.5 miles north of Woodleaf, Barringer Brothers, Richfield, \$41,665.50.

Rowan—Grading, bituminous surface treatment and structures of 5.89 miles from a point 4 miles southeast of Salisbury southeast to a point 0.5 miles northwest of Liberty, grading, Barringer Brothers, \$63,974.00; structures, Rowan Construction Co., \$11,438.60.

Union—Grading and bituminous surface treatment of 5.79 miles from a point on N.C. 200 approximately 8 miles southwest of Monroe to South Carolina state line, Ballenger Paving Co., Greenville, S. C., \$128,688.00.

Forsyth—Grading and bituminous surface treatment of 3.7 miles from a point north of U.S. 158 to intersection with Stokes Ferry Road, Nello L. Teer, \$72,914.95.

Wilkes—Grading and bituminous surface treatment of 3.29 miles from Pleasant Hill to a point 0.8 miles north of Benham School, Nello L. Teer Co., \$70,863.75.

Yadkin—Grading and bituminous surface treatment of 3.03 miles from U.S. 421 to Cycle at Swan Creek, Nello L. Teer Co., \$72,680.00.

State Betterment Projects

Chowan—Concrete widening of 0.485 miles of Broad street in Edenton, J. S. Hill Construction Co., Washington, N. C. \$24,903.60.

90 DAYS

Raleigh—Resigning state employees who apply for return of accumulated contributions from the Teachers' and State Employees' retirement system now must wait 90 days before their application will be accepted.

A memorandum issued by State Compensation Officer H. K. Witherspoon August 15 quoting a memorandum from the retirement system office stated that "It has been the experience of the retirement system that there have been abuses of this privilege granted members to withdraw accumulations.

"A great many have withdrawn in the past and have been re-employed in a relatively short time. It is both necessary and expedient and in the interest of both the member and the retirement system that this change of policy has been in augurated."

Pasquotank—Sand asphalt widening of 10.5 miles of U.S. 17 from Elizabeth City to South Mills Fork, Nello L. Teer Co., \$90,649.00.

Lenoir-Greene—Sand asphalt surfacing of 11.32 miles of county road from U.S. 258 3.7 miles north of Kinston over Conrentee (correct) Creek to N.C. 102, Barrus Construction Co., \$124,825.00.

Lenoir—Construction of a bridge over Bear Creek on county road between La Grange and Seven Springs, approximately two miles south of LaGrange, V. P. Loftis Company, Charlotte, \$24,008.00.

Pitt—Sand asphalt surfacing of 6.15 miles of county road from U.S. 264 1.0 miles east of Ballard's Cross road south, Barrus Construction Co., \$53,355.00.

Wake—Bituminous retreatment of 15.3 miles of U.S. 1 from junction with U.S. 70 to Chatham county line, and 11.0 miles of N.C. 264 from U.S. 64 at Zebulon to N.C. 59, F. D. Cline Construction Co., \$42,599.51.

Wake—Retreatment of 12.1 miles of county road from U.S. 64, 12 miles east of Raleigh, via Rolesville to N.C. 264, E. W. Grannis Co., Fayetteville, \$63,310.00.

Forsyth—Bituminous surface treatment of 4.18 miles of county road from U.S. 311 at Union Cross to N.C. 109, B. D. Gentry Construction Co., Walnut Cove, \$16,500.00.

Gaston—Resurfacing of 15.5 miles of U.S. 29 from Kings Mountain to Mecklenburg county line, W. C. Shepherd Co., Inc., Atlanta, Ga., \$163,671.75.

Gaston—Bituminous surface treatment of 10.3 miles on nine sections of county roads, no bids.

Buncombe—Resurfacing of 2.2 miles of U.S. 25 and 70 from U.S. 19 to 0.5 miles northwest of N.C. 191; resurfacing of 2.2 miles of U.S. 74 from Henderson county line west toward Asheville; resurfacing of 3.1 miles of N.C. 81 from Asheville city limits to U.S. 70 at Oteen; and resurfacing of 2.6 miles of U.S. 79 from Black Mountain to McDowell county line, Dickerson Co., Monroe, \$104,142.50.

Henderson—Resurfacing of 6.2 miles of U.S. 176 from East Flat Rock to Polk county line, and widening and resurfacing of 5.6 miles of U.S. 64 from Hendersonville to Horse Shoe, Dickerson Co., Monroe, \$136,300.00.

Science News Letter reports that pecans, soaked in salt water for a few hours, are easy to crack, and the nutmeats can be removed whole from the shells.

Prison Superintendent Lowe Of Rowan Lauded For Efficient Camp Operation

(Note: The following article is reprinted in part from The Salisbury Evening Post of Sunday, July 28.)

By Harry Gwin

With the nation becoming increasingly conscious of the desirability of prison reforms calculated to speed the rehabilitation of prison inmates, Rowan county can offer a prison camp which can well be used as a model for other camps of the state, and for other states of the union.

Under the supervision of Superintendent R. S. Lowe, the Rowan camp, located four miles south of Salisbury on highway 15 and known officially as N. C. State prison camp No. 707, has achieved a new peak in cleanliness, efficiency, and just treatment of prisoners.

Rowanites who have not visited the camp since Mr. Lowe assumed control in April of this year would do well to pay a visit to the place to ascertain the improvements which have recently been made.

Changed Building

Probably the principal innovation under the Lowe regime is the reformation of the former hospital building into an office building and housing quarters for the guards. The hospital was erected at the same time the main barracks building was constructed in 1936, and both buildings are of concrete steel and brick.

The hospital was intended to care for ailing prisoners throughout this entire prison district, with hospitalization facilities for 70 men but the hospital, as such, was later abandoned when it was found more feasible and economical to provide hospitalization for all state prisoners at Central Prison in Raleigh.

When Mr. Lowe arrived in Rowan county, he found that the hospital building had deteriorated into a repository for bags of grain, discarded stoves and all types of junk. The guards were quartered in a residence immediately outside the prison camp fence, where they were cramped for space.

Fixed Better Quarters

Realizing the need for more adequate quarters for the guards, and also realizing that an excellent building was not being utilized to any advantage, Mr. Lowe took steps to have the hospital building cleaned, painted and prepared for more useful purposes.

The camp office is now located immediately inside the front entrance, while in the two wings are located 15 beds, individual lockers, and toilet and shower facilities for the

guards, a medical stock room, gun room, and an office equipment stock room. The night guards have private sleeping quarters so that they will not be disturbed during their daytime slumber, while the steward and the man in charge of the prison farm also have private rooms.

No Profanity

Under a rule which was put into effect and is rigidly enforced by Mr. Lowe, the guards are not permitted to use profanity in addressing the prisoners, and the prisoners are permitted to use no profanity among themselves—at least, not within the hearing of the guards.

Efforts are also made by the present administration to stamp out all gambling in the prisoners' barracks. Playing cards, or any devices which might through the ingenuity of the prisoners be constructed into games of chance are barred from the barracks.

Inmates of the local camp, all Negroes, are "long term" men, assigned here from Central prison in Raleigh. In the past prisoners from the Salisbury, Kannapolis and other nearby courts were committed to this camp, but this plan has been discontinued and the prisoners that now come to the camp have come to stay a while.

There are several methods of punishment at the camp which include demotion in grade, which is almost automatic, removal of yard privileges and denial of meals. When the camp was constructed a small solitary confinement building was erected, but Mr. Lowe does not approve of solitary confinement and states that he has not made use of the building since he has been here.

He believes that the confinement, together with curtailed food, is too detrimental to the prisoner's health. A combination of just treatment and plenty of good food makes considerable punishment unnecessary. Mr. Lowe believes, and his record of not having a single prisoner escape since he came to the camp last April would indicate that his prisoners are contended prisoners.

The Rowan camp, constructed to accommodate 100 prisoners, has a present population of 71 inmates, which makes the housing conditions at the camp much better than they are in Salisbury. And it is doubtful if they could find cleaner, more adequate facilities in Salisbury even when housing conditions are less strained. 'Tis true the camp is a bit confining in its hospitality, but it is intended to be that.

LAST SERVICES HELD FOR W. B. MURPHREY

Clayton—Funeral services for Walter B. Murphrey, 52, a maintenance employee of the State Highway and Public Works Commission in Division Four since July 1, 1931, were held August 13 at the First Baptist Church here. He died of a heart attack at his home August 11.

He worked for Johnston county as section foreman for nine years prior to July 1931 when the state took charge of Johnston road maintenance and he became a highway department employee. On July 1, 1946, he was promoted to floating gang foreman.

Surviving are his wife, the former Sally Holmes Talton of Johnston county; a son, Walter B. Murphrey, Jr., Winston-Salem; a daughter, Mary Holmes Murphrey, Winston-Salem; a brother Ashley Murphrey, Johnston county; and two sisters, Mrs. C. C. Perry and Mrs. Ransom Ward, both of Johnston county.

ANSWERS TO DO YOU KNOW

1. In 312 B. C., construction began on the Appian Way oldest and most important paved Roman military road. In 1663 the first turnpike gates were legally erected in England, and tolls collected from all but foot passengers. The year 1893 saw the creation of the first federal highway agency, forerunner of the Public Roads Administration. The first automobile race in America was held in 1895. The first federal-aid road act was enacted in 1916. The first state gasoline tax was enacted by Oregon in 1919; the rate was 1¢ per gal.

2. Automobile accidents and falls in that order are responsible for more than half of all accidental deaths in this country each year.

3. The Incas of Peru. The road from Quito to Cuzco was between 1,500 and 2,000 miles long, and 20 ft. wide. It was paved with stones 10 ft. square, and in some instances the stones were covered by bitumen. On either side were running streams and rows of trees. The road was conducted over sierras covered with snow, galleries were cut through rock and rivers were crossed by suspension bridges.

4. A roundabout is what we would call a traffic circle in this country. A flyover is a grade separation. A verge corresponds to a grassed road shoulder. Plaftoading signifies breaking up the stream of traffic using a street or highway by means of traffic signals. A road is splayed when an extra lane is added at an intersection to increase its traffic capacity.

5. Driving to the right is much

August 1-15 Has Fewer Prisoners Escaping Camps

Raleigh—The Prison Department batted .500 during the first half of August with 17 escapes and 17 recaptures reported, prison records revealed.

There were 20 escapes and 12 recaptures for the same period in July, and nine escapes and eight recaptures for June 1-15.

Director of Prisons Clyde O. Robinson reported also that the average prison population for July was 5,879 as compared with 5,860 for June and 5,905 for July 1945. A total of 688 was admitted to the prison system, and 695 separated.

Division Five

Division Five had an average prison population of 530 during July to lead the 10 divisions.

Camp ratings for August 1-15 were:

Three Stars (No Escapes)

Central Prison and Woman's Prison, Raleigh, and all others with the exception of the following.

Two Stars (One Escape)

Cherokee 1003, Cleveland 904, Wayne 405, Rowan 707, Avery 1001.

One Star (Two Escapes)

Orange 507.
Non-Star
(More Than Two Escapes)
Richmond 706, Stokes 806 Randolph 608.

FREEZE ORDER

(Continued from page one)

jects for the remainder of the year."

The highway chairman had expressed the opinion earlier that if the freeze order halted further federal-aid project lettings, it would have meant the "virtual end of all proposed federal-aid road projects for the remainder of 1946."

Urges Reduced Expenditures

Commissioner Thomas H. MacDonald of the PRA, in a message to Graham, has urged that state highway departments keep federal-aid expenditures at a minimum, "consistent with the policy of the president in curtailing activities of other federal works in the fiscal year 1947."

MacDonald also asked that "projects requiring structural steel should be wholly eliminated until conditions change radically, so that fabricators will be able to obtain definite commitments as to delivery and firm prices from the steel mills."

more common. Drivers use the left-hand side mainly in countries of the British Empire.